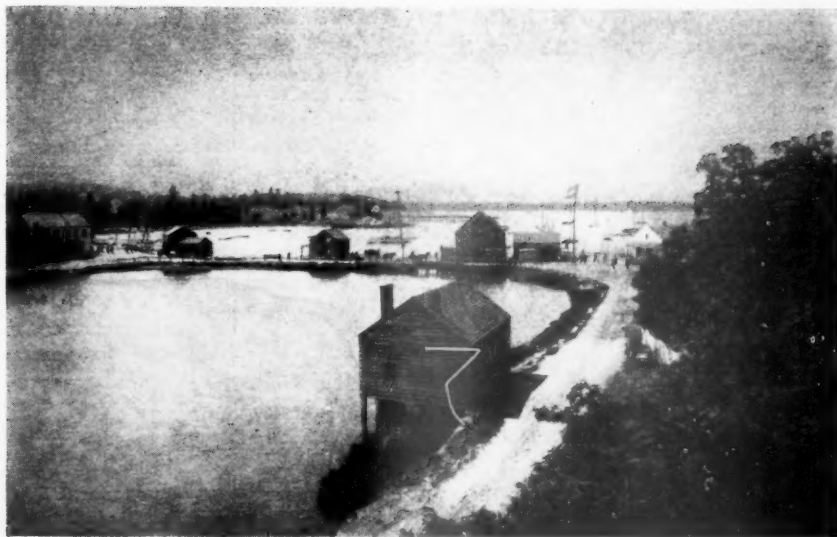


LONG ISLAND FORUM



Port Washington in the 1870's

TABLE of CONTENTS

EAST HAMPTON SERMON WENT FAR
RICHARD MILLER, L. I. TORY
FAMOUS L. I. RACING SKIPPERS
MUTINY AT GREENPORT
MORE FROSTFISHING

Dr. Charles A. Huguenin
Kate W. Strong
H. P. Horton
Capt. Eugene S. Griffing
Julian Denton Smith, Secretary-Treasurer
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PAUL BAILEY, *Publisher-Editor*
Contributing Editors
Clarence A. Wood, LL.M., Ph.D.
John C. Huden, Ph.D.
Robert R. Coles
Julian Denton Smith, Nature

More Frostfishing

The March 1956 Forum printed
an article of mine, "Frostfish by
the Handful," in which a sugges-
tion appeared that ran counter to
Long Island custom and tradition.
The idea presented hunger rather
than temperature as the factor
which brought frostfish into our
surf and onto our beaches.

The March story was based on
a frostfishing experience of De-
cember 7, 1955. I resumed frost-



fishing on December 7, 1956 and
it, too, was highly successful.

Local thought hues to the line
that the weather must be good and
cold to bring in the frostfish so
that they are cast up on the beach.
If the reader will recall, December
7, 1956 was in a warm spell when
the official thermometer rose into
the 60s to set a record for the date
and to be within a few degrees of
an all-time high for the entire
month of December. It had been a
hot winter day and the evening
continued mild and soft—surely a
night when all self-respecting
frostfish should remain in deep
water.

Anyhow I went frostfishing and
an Adelphi College instructor ac-
companied me just to keep every-
one honest.

As we walked along the edge of
the water without even a pair of
rubbers over our shoes, we saw
stars shining brightly in the sky
and reflected in long paths in the
water. A few lights twinkled in
codfish boats several miles off
shore. Fire Island and Sandy Hook
lights flashed white and the buoy
off Jones Inlet beamed red in its
slower cycle.

Suddenly our flashlight picked
up a frostfish high on the beach in
the seaweed line. I grabbed him

Continued on page 68



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Famous L. I. Racing Skippers

H. P. Horton

THE yacht *America* of 1851 which first brought the international cup to the United States, where it has since remained, was designed by a Long Islander—George Steers of Williamsburgh, now a part of Brooklyn. When members of the newly formed New York Yacht Club decided to enter a vessel in England's Royal Regatta for the first time in history, they turned to Steers, builder of the fast, seaworthy schooners used as pilot-boats in and outside of New York's busy harbor.

Although designed by a Long Islander, the *America* was built on the Manhattan side of the East River at the shipyard of William H. Brown where her sponsors, mostly New York businessmen, could follow each day's progress in the construction of the ninety-five-foot two-masted schooner. Although a pilot-boat from the keel up, Steers gave her an 81-foot mainmast with a 58-foot boom that would permit of extra canvas. Her bowsprit was 32 feet in length for a maximum spread of jibs.

Over in England, while she was being built, word got around that the American entry was to be simply a glorified pilot-boat and some serious-minded British yachtsmen took the stand that she should be disqualified as a parody on the ancient and honorable British tradition of keeping the Royal Regatta on the highest level. When word reached the Royal Yacht Club that the schooner's racing sails were to be of some newfangled design, fear was expressed in English newspapers that the Yankee ship's showing in the coming race would be such as to discourage American yachtsmen from ever again sending an entry to England.

These sails, made at the R. H. Wilson loft in Port

Jefferson, were indeed newfangled. Not only were they of machine-spun cotton in place of the usual canvas, but they were cut in curves to produce a bulge calculated to hold the wind. Also they were equipped with eyelets through which they could be lashed to the booms. These were features invented by the Port Jefferson sailmaker and had, unbeknown to the general public, been successfully tried out on local racing yachts.

A stipulation for all entrants to the Royal Yacht Regatta was that they must make the voyage to England under their own sails. This provision, however, although it had some foreign sports-writers worried for fear the *America* could never cross the Atlantic, did not concern Designer Steers or local yachtsmen who knew the capabilities of New York pilot-boats.

Captain Dick Brown, a Sandy Hook pilot, was chosen to take the 95-foot vessel on its long voyage. Among the dozen men who went along to serve as seamen and in other essential capacities were De-

signer George Steers, his brother James E., and the latter's 15-year old son Henry. She was given a rousing send-off upon her departure from the East river bound for Le Havre, France.

When word reached the English press that she had made the transoceanic voyage in less than eighteen days, some of the papers there laid it to Yankee luck in having had favorable winds. But other papers admitted that perhaps they had undervalued the sailing qualities of the pilot-boat. At Le Havre Captain Brown put the vessel in racing condition before crossing the channel to England. The heavy sails used for the voyage were removed and Wilson's Port Jefferson cotton fabrics were installed. When she skimmed into Cowes, headquarters of the Royal Yacht Squadron, English sportsmen gave her a hearty welcome.

The *America's* triumph is an old story. Sailing 53 miles around the Isle of Wight, on August 22, 1851, against 14 of the Empire's fastest yachts, including one three-master of more than twice her



The *Defender*, 1895 Winner in America Cup Race, sailed by Captain Hank Haff of Islip.

size, she outsailed them all and finished miles ahead of her nearest competitor. Queen Victoria, snugly and perhaps smugly seated on the deck of her royal yacht, having watched the America cross the finish line, asked her captain which English ship would finish second. He is said to have replied, "Your Majesty, there is no second."

The simple silver trophy that George Steers' pilot-boat won on that occasion, since known as the America (not American) Cup, is really no cup at all, being open at both ends. Twenty-seven inches high and weighing 134 ounces, it cost about \$500. Nevertheless, since 1851 English yachtsmen have spent some thirty million dollars in futile endeavors to win it back. And during the intervening years Long Islanders have played an important part in defending the trophy first won by the little two-masted schooner designed and sail-equipped by Long Islanders.

When George Steers died in 1856, his nephew Henry who had served aboard the America five years before, carried on at the Steers shipyard in Williamsburgh. It was here that he turned out George Gordon Bennett's 107-foot schooner Henrietta which in 1866 won the world's first transatlantic yacht race by making the passage in just under 14 days.

In 1870 English yachtsmen made their first attempt to regain the America cup but their entry, the schooner Cambria, finished in eighth place, the winner being the American schooner Magic. In 1871 England's Livonia was defeated by the American schooners Columbia and Sappho, the latter 133-footer, a product of Poillon's Long Island shipyard, being the largest American-built yacht afloat at that time. Again in 1876 the schooner Madeleine, built by David Kirby at Rye, successfully defended the America Cup against the Count-

Continued on page 73

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East Hampton Sermon Went Far

IF the articles by Dr. Clarence Ashton Wood and others in past issues of the Forum have shorn East Hampton of some of its reflected glory as the birthplace of John Howard Payne, perhaps it may claim distinction in another direction. The Long Island town may, perhaps without undue exaggeration, be regarded as the cradle of a national movement to expunge the practice of dueling that was widely accepted as a means of "satisfaction" for presumably injured parties.

After graduation from Yale at twenty-two years of age and studying theology under Yale President Timothy Dwight for another year, young Lyman Beecher was assigned to East Hampton in 1799, where he was ordained and where he preached for eleven years. His first published sermon was delivered on the history of East Hampton on New Year's Day in 1806. We share Nathaniel S. Prime's sentiments in deeming it "a matter of deep regret that the clergy of Long Island have not long since favored the public with a detailed history of their respective towns and congregations." It was Beecher's second published sermon, however, that catapulted him into more than local recognition.

On July 11, 1804 Aaron Burr, Vice-President under Jefferson, mortally wounded Alexander Hamilton at the first shot in a duel at Weehawken. Hamilton had effectively blocked Burr's hope for election as governor of New York as part of a conspiracy to proclaim the secession of New York from the United States. Burr persistently demanded "satisfaction" of his political opponent, despite Hamilton's repeated efforts for a friendly settlement. When the correspondence which preceded the duel was

Dr. Charles A. Huguenin

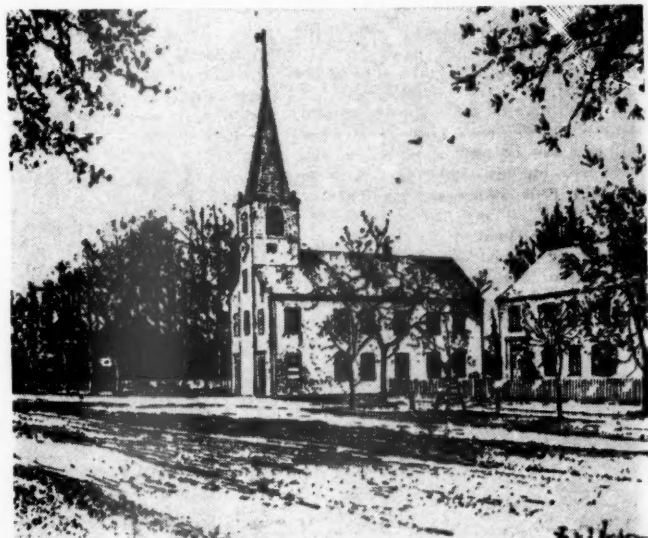
published, the outburst of public indignation against Burr ran high. It was averred that Burr had practiced pistol-shooting for three months before the challenge, that he had worn silk as a kind of partial armor, and that he had jestingly apologized after the duel to his intimates for having missed his opponent's heart while Hamilton's life ebbed rapidly away.

When Lyman Beecher read of the duel, a feeling of indignation gripped him and prevented him from sleeping. To assuage his disquietude, the young East Hampton preacher finally put pen to paper and composed his famous sermon against dueling that was six months in the making. "No human being knew what I was thinking and feeling, nor had any agency in setting me at work. It was the duel, and myself, and God, that produced that sermon."

In tentative form Lyman

Beecher preached it first to his own congregation and to the church-goers in obscure villages on the north side of Long Island as a kind of test. He was apparently satisfied with its reception, for on April 16, 1806 he preached it before the Presbytery at Aquebogue. The brethren were amazed at Beecher's audacity in assailing what in those times was considered a vested human right. Today we can scarcely visualize the surprise engendered by calling dueling "a great national sin" and by calling the country "a nation of murderers, while we tolerate and reward the perpetrators of the crime." The stares of the brethren changed to expressions of enthusiastic appreciation as Beecher's sermon progressed, and after it was over, they eulogized it and thought it worthy of being printed.

Acting upon their suggestion, Lyman Beecher set about to prepare it for the press. But the sermon escaped oblivion by the very narrow-



Beecher's East Hampton Church
(1717-1868)

From Sketch by St. John Harper

8

est margin. This is how it happened.

In whipping the sermon into polished form, Beecher courted judicious criticism. In his congregation the only one literarily qualified to offer such advice was his friend, John Lyon Gardiner, the seventh of a series of Gardiners descended from Lion Gardiner, the first proprietor and engineer who built Saybrook fort. Beecher sent the sermon over to Gardiner's Island for Gardiner to read and to criticize. A fortnight afterwards, Beecher in person paid a visit to the Gardiner household. Mr. Gardiner was away. When Beecher learned from Mrs. Gardiner that his sermon was lost, he was thunderstruck.

Mrs. Gardiner's brother, John, had called to see her a week before, and she had asked him to deliver the sermon to her husband. Instead of delivering it personally, however, John intrusted it to a neighbor to take over. The neighbor thrust it into his pea-jacket pocket. In the middle of the bay, the neighbor, warm with rowing, doffed his coat, and the sermon slipped into the water without the rower's knowledge. He later recalled hearing an unaccountable splash, but at the time he took no note of the occurrence.

Beecher despondently

thought that the work of months was lost. It is true that he retained possession of the sheets on which he had drawn the first rough draft, but the valuable suggestions furnished by his wife and other members of his household had been transcribed only to the finished product. With small hope of recovering the sermon, Beecher asked the thirty or forty employees on Gardiner's five-hundred acre island farm to scan the beach from time to time in the event that it had miraculously drifted ashore.

A month later, while Beecher was at home cutting wood, he saw in the distance one of Gardiner's farm hands running towards him, flourishing something in the air and grinning so broadly that his teeth were plainly visible from a distance of fifteen rods. The sea had delivered up the coveted sermon.

Before Mrs. Gardiner had passed it to her brother John, she had taken the precaution to wrap it securely in paper and to bind it with yarn, making it practically impervious to water. In the evening of the day on which it was lost, a heavy storm blew up, and a subsequent full tide carried the parcel above the high-water mark and lodged it high and dry about a hundred rods from the landing place

Continued on page 74

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Richard Miller, L. I. Tory

THERE were lively times on old Long Island during the Revolution, and many families were divided in their sympathies. For instance, there were Gen. William Floyd who signed the Declaration of Independence, and his cousin, Col. Richard Floyd, a Tory. Some of the Smiths fled to Halifax, while their cousin, my great-great-grandmother, helped the Rebel Cause.

Nathaniel Ruggles, a member of Washington's spy system, was married to Nancy Miller, whose brother was a Tory officer. No wonder he found his wife and her relatives his "most bitter enemies to destroy me," as he mentions in his will.

This young Tory officer, Richard Miller, was a descendant of Andrew Miller who founded Miller's Place, as it used to be called before the U.S. post office officials cut off the possessive s. It was a cousin of this Richard Miller, one William Miller, to whom Ranton Jayne in 1729 "promised to pay on demand one Large Bucks skin Fitt to make a Large pair of Britches." Richard, the Tory, was evidently a great friend of Major Benjamin Floyd, as the following letter shows:

Addressed to: Major Benjamin Floyd at Brookhaven, January 5th, 1776.

Dear Sir: I imbrace this opportunity for to Let you know that I Am well and in good Spirits and I hope that these Lines may find you in the same. I have not heard from you but once since I saw you in good old Setauket. I Long for to see all my good friends once more, wich I intend shortly if Possible, But I understand that the Gentlemen of the Committee offers a Premium of twenty Shillings as a Reward for any person to take me up and to bring me Before their Wor-

Kate W. Strong

ships but the Gentlemen must first find out where I be before they Can take me but I am fully of the opinion that if they was for to know where I am they would not have the courage for to attempt to take me Nor neither do I think there force is sufficient.

I understand that Captain Daniel Roe offers Ten Pounds for me and if he Will give me the money I will Come Immediately to him and Let him take me. But I believe that the poor Devil has not got so much money for if he had he would by himselfe a New Pare of Britches before the Next Committee Meeting.

I understand that the committee hath Tryed my Cause Not intending For to give me any hearing at all and their Judgement against me is three months Imprisonment when they Can Cetch me, whitch I think is Very well put in, or a fine of three pounds and for to sign the association paper, but I do not Intend to do Neither them. I think that Gentelmen Acts According to the old Lidford Laws which is first to hang a man and afterwards to Indite him.

I hope you and all the other good friends to Government will keep up good Courage until Spring for I hope then we shall have better times and Much Better Liberty than committee Liberty. By what I can learn, Long island will be taken by our party Early in the Spring and kept as a place Rendevous for them and then undoubtedly we shall have Liberty for to Speak openly without fear of Congress or Committee.

The Congress at New York has adjourned for three months as they say but others say that they Got Very much frightened and dare not set any Longer. It is said by some who I believe Doth Very well know that the Continental Congress is Nearly Expired also.

N. B. Pray give my compliments to good old Mr. Lyons and also to John Bayles and tell him I say he must often Run the Rase that is set before him.

I am Sir your friend
and Humble Servant
Richard Miller

I would Come and see you if you thought I Could keep Secret a day or two in town. I desire you would write to

Continued on Page 75



Wading River's Old Miller Homestead

Frostfishing

Continued from page 62

and he wiggled and squirmed like an eel. Within five or six hundred feet we got ten frostfish sixteen to eighteen inches long—all whitening. We dropped them in a canvas bag with our rubbers.

On the way home I stopped at the toll gate to prove to the attendant that there is no fooling in the talk about frostfish. I cleaned and boned the fish at the workbench in my garage. This delighted the neighborhood cats for it was warm enough to have the garage doors wide open and the cats sneaked in to make off with the heads.

The bellies of the ten frostfish were empty. I should not be far wide of the truth if I assume those frostfish were in the surf looking for something to fill their bellies even though the temperature of the air was slightly above 50° and not in the 20s. I do not believe frostfish are the least bit considerate of the temperature when they come into our surf; I think they are concerned only with their empty 'tummies'.

I took the backbones out of our fish, an easy stunt with whiting, and put the chunks of solid meat in the freezing unit. We'll have the college professor to the house for frostfish next Good Friday.

Julian D. Smith
Wantagh

Floral Park Was Hinsdale

The railroad station at Floral Park about 1873 was named Hinsdale, evidently after the counsel of the LIRR who was Judge E. B. Hinsdale. He wrote the railroad's history which, if I correctly recall,

appeared in Peter Ross's History of Long Island.

When the Flushing, North Shore and Central R.R. dedicated its new terminal on Fire Island avenue, Babylon, on Saturday, Oct. 18, 1873, Judge Hinsdale and Judge John R. Reid, the latter of Babylon, were the principal speakers at a dinner in the newly erected Watson House, across the street from the depot.

John Tooker
Babylon

The Geology of Long Island

by M. I. Fuller

Wrps. 231pp. U.S.G.S. PP82. 1914.

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—Adv.

L. I. FORUM INDEX

The Queens Borough Public Library, 89-14 Parsons Blvd., Jamaica, sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They were compiled by Miss Marguerite V. Doggett, Librarian L. I. Collection, and may be obtained by addressing her at the Library.

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Mutiny at Greenport

WEBSTER'S definition of mutiny is insubordination, disobedience, or refusal to obey rightful authority; not necessarily, on the high seas.

This definition describes the action of the entire crew of eighteen men on board the fishing steamer *Vesta* in the summer of 1900.

This vessel, with several others, was owned and operated by Captain George F. Tuthill & Sons of Greenport. Their fish factory was the first one located on the south side of Promised Land, as you entered the harbor, leaving Cherry Point on the port hand. Just to the west, and near by, was another factory owned by Captains Thomas and Frank Price, also from Greenport, who operated three fishing steamers. Their smallest vessel was the *Eugene Price*, built in Maine. It was claimed to be the first steam fishing vessel to have caught menhaden in Peconic and Gardiners Bays. The next factory on this side of the harbor was owned by Ellsworth Tuthill & Company of Mattituck.

Coming back to the mutinous crew of the *Vesta*, Captain Charlie Burns of Shelter Island, his mate Wallace King of East Marion, and all of the officers, including the Pilot, the First and Second Engineers, also the Cook (usually considered an officer on this type of vessel) stood by their Captain in a difficult situation.

The *Vesta* had come into the main street wharf at Greenport to pick up a purse seine; which had been repaired and mended up in the seine lot, right beside the baseball field. This was customary when the seine had been so torn to pieces, either by sharks or having come in contact with sharp rocks in a tideway.

Small holes in the seines

Capt. Eugene S. Griffing

were mended in the boats as they hung on their davits, by the seine throwers and those of the seamen who could use a seine needle. The ones who tried to dodge this extra work very often pleaded inexperience. The Mate soon assigned them to another task, much more disagreeable. This always brought good results, for suddenly they remembered they used to mend seine over in Norway and Sweden.

After the repaired purse seine had been stowed away in the seine boats, the crew expected a weekend in port. It was now 4 P.M. on a Saturday afternoon; besides, it was the usual practice to lay in port over Sunday.

Some of the crew had already found taverns, and were having a fine time in true sailor fashion.

Captain Burns, no doubt, was thinking of his family on Shelter Island near by, and the Mate of his wife, son and

two fine little daughters in East Marion. How nice it would be to spend Sunday at home.

One thing greatly disturbed the Captain: where was the fleet? His steamer—the only one in port. Where were the others?

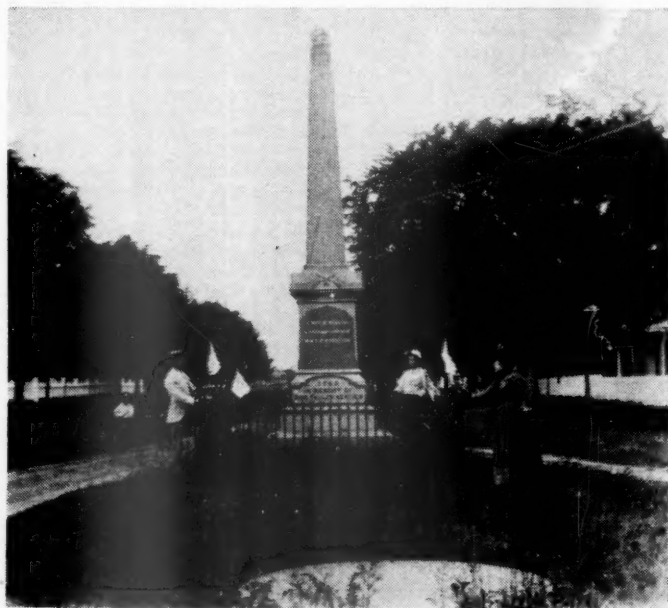
Upon inquiry he was informed they were all on their way to the New Jersey coast, where, according to the report, menhaden were very plentiful.

The skipper was a very active man, known by the title of "Jingle Bell Charlie." As all seamen know, the jingle bell is given for full speed ahead, from the pilot house to the engine room.

The Captain's plans were well laid. He tied the whistle rope back, which was the standard signal for the crew to come aboard, as the steamer was putting out to sea.

The steady blast of the whistle created some excitement on the wharf. A crowd

Continued on page 76



Greenport in the 1890's

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Oldtime Wagon Shafts

I enjoyed "Historic Long Island in Pictures, Prose and Poetry," Louis Wickum who drew "Long Island Indian Village" for your book won an award at one of our L. I. Artists Award Exhibitions and Cyril A. Lewis had a one-man exhibition here several years ago.

Of considerable interest to me was the story of Steven Talkhouse with the reproduction of Chief David Pharaoh in his quaint panel-body wagon . . . before shafts were curved at point of connection with axle to ease the draught on the horse.

Margaret V. Wall

Note: Miss Wall is director of the Suffolk Museum and The Carriage House at Stony Brook which latter institution, containing a large collection of ancient vehicles, will reopen for the season May 11. The Museum reopened March 16. Editor.

East End Skippers

What a thrill we get when the Forum reaches us here in Anna Maria, Florida.

That letter of Capt. Willard E. Rackett (February issue) was remarkable. What a fund of information he must have and how we would like to have it put in print by someone like our friend Dr. Wood. I'll bet Capt. Rackett could tell about the launching of the brigantine Wandering Jew, the largest ship built in Greenport in the 1880s. It was for Capt. Norton of Orient. Also about the schooner-yacht Grayling for Commodore Latham A. Fish of the N. Y. Yacht Club. After her sailing days were over I remember her anchoring of the Fish place at East Marion with cut masts. I have heard that the Commodore had her burned to the water's edge while he sat on his porch smoking a cigar.

Does Capt. Rackett remember when the condemned U. S. frigate Ohio came up the bay to be wrecked at Greenport? As for myself, I can never forget her figurehead, poor old Hercules, now a land-lubber at Stony Brook, dreaming of his earlier years at Canoe Place hearing the ocean's roar and seeing the race of men go by on Montauk highway.

Another East Marionite, Capt. Will Adams (in Orient we always called him Buster) could tell us something about the ships and coasting schooners captained by Racketts, Tuthills, Potters, Vails and other Orient, East Marion and Greenport skippers.

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War Prisoners of Long Ago

Back in the 1860s two youthful Long Islanders, Lafayette Weeks of Patchogue and my uncle George Edward Corwin of Bellport were among the unfortunate soldiers of the Union army to be confined in infamous Libby Prison in Virginia. Weeks had enlisted at eighteen and Corwin claimed to be of the same age, although he was two years younger. However, he was rugged and looked as old as Weeks and both had a longing for active service, which they certainly got.

In time they were in the thick of things, taking part in the bloody Red River expedition under General "Little" Phil Sheridan and in Sherman's "march to the sea". Much of their marching was done off the beaten trail to escape the prying eyes of southern sharpshooters who knew the country a lot better than the northerners. The latter did a lot of foraging in enemy territory and when there was nothing to forage they went hungry.

Years later my uncle and Weeks, father of Patchogue's boatbuilder Frank M. Weeks, told me about their adventures. Tramping in line through thick southern woods and swamps, if a trooper was lucky enough to spy a frog he would step out of line, grab the critter, gut it and eat the meat raw. And the man behind him would pick up what was discarded and be thankful for the tid-bit. Before the campaign ended they were chewing the tongues of their shoes and saving the cud for future chewing.

The two Long Islanders were among those captured and confined in Libby Prison. Here some contracted yellow fever or other maladies. Corwin was among some who dug their way out and escaped, only to be retaken when they were being entertained by "southern belles" at a nearby plantation.

One day word came that there was to be an exchange of prisoners, but only those who could walk out on their own two feet unhelped would qualify as both sides wanted only men who might qualify for future service. By then Weeks was too weak to walk, but years later he told me how my uncle, a very powerful man, got him out. The men were ordered to walk in single file with their hands on the shoulders of the man ahead. This Weeks did with Corwin behind him, the latter's hands on his shoulders. As they passed through the gate Corwin's hands closed on Weeks' emaciated shoulders and with Weeks' feet shuffling, as he was told to do,

Continued next page

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War Prisoners

Continued from page 71

Corwin bore his weight in his two powerful hands.

Corwin being the last man through the gate, he barely escaped the southern officer's sword as he brought it down behind the last prisoner in line to keep any more from leaving the prison. Their experiences left both men in a condition from which they never thoroughly recovered. Weeks never regained his health and Corwin remained practically hairless the rest of his life, with no eyebrows, no eyelashes and only a fringe of yellow hair on the nape of his neck.

I happen to know the above facts because, as a youth, I listened to the two men recount their

experiences. But there were many other Long Islanders who went through equally trying hardships during that conflict. And though Libby Prison had a bad name among northern prisoners, we know now that it was no worse than some federal prisons, for they all lacked sufficient food and sanitary conditions were scarcely known in those days not only for prisoners of war but even for the troops in the field.

Capt. Wilbur A. Corwin
Bellport

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Racing Skippers

Continued from page 64

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When in 1881 the Mischief defeated the Canadian yacht Atlanta, in the former's crew was a young sailor named Henry Coleman Haff of Islip who was destined to command several defenders in subsequent years and to become widely known as Captain Hank Haff. He had gotten his early training at the racing helm on Great South Bay. Other Great South Bay skippers who won fame in international yachting circles were James H. Berry of Islip, Leander Jeffrey and Uriah Rhodes of Bay Shore and Norman Terry of Moriches.

Haff commanded the iron-hulled sloop Volunteer when she defeated the Scotch cutter Thistle in 1887. In 1894 when George J. Gould sent his yacht Vigilant to England to enter

the national regatta there, Captain Hank served as his skipper with Captain Leander Jeffrey as first mate and Hank's son Clayton Haff as second mate. It was a triumphant series of races for the American vessel. The following year when Hank Haff sailed the 123-foot Defender to victory over the English challenger Valkyrie III he used an all-American crew for the first time in international cup history. Four years later Sir Thomas Lipton brought his first challenger, Shamrock I, to America to lose to the Columbia.

There were other Long Islanders who participated in the international races. In 1914-15 George Nichols of Cold Spring Harbor served as navigator on the Resolute with G. A. Cormack of Babylon and George F. Baker, Jr. of Glen Cove serving in the "afterguard". Nichols also filled a like capacity on the

Resolute when the races were revived in 1920 following the first World War.

Another Long Islander who made a name for himself as skipper of several yachts which defended the America Cup was Captain George Monsell of Greenport who commanded the defenders Enterprise, Rainbow and Ranger. When the Ranger was broken up for salvage at Bristol, R. I., Monsell brought the after cabins to Cutchogue where they became the nucleus of his fishing station, Snug Harbor. Other Greenporters who served in the races were Bill and Bob Dennis and Captain Jack Muir.

We have found the Forum very interesting and wish to continue receiving it. Incidentally, Mrs. Voelbel is a direct descendant of one of the island's oldest families—Hendrickson. Walter W. Voelbel, Sea Cliff.

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Continued from page 71

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East Hampton Sermon

Continued from page 66

on the island. Beecher's exultation was as keen as that of the happy hand, who was rewarded five dollars.

In printed form, the circulation of the sermon was at first local and confined to the mere extremity of Long Island. When the sermon seemed destined to speedy oblivion, however, some copies found their way to New York City. Reverend Leonard Bacon, who years later delivered Lyman Beecher's funeral oration, said of this period of Beecher's life that "the light in the golden candlestick of East Hampton began to be seen afar."

An anti-dueling association was organized in New York by one Hooker after he had read Beecher's sermon, with Hon. John Broome serving as chairman and Colonel Lebeus Loomis serving as secretary. At one of its initial meetings in the North Dutch Church on August 8, 1809, the group had prepared an address to the electors of the State of New York, threatening to refuse "their vote at the elections to every man who shall hereafter be engaged, either as principal or

accessory, in a duel, or in an attempt to promote one." It was the threat of withholding votes for a duelist at the polls that accounted for the effectiveness of the East Hampton sermon, maintained Dr. Bacon, over those written by Mason, Dwight, Nott, and others that stemmed from the death of Hamilton.

"Instead of treating the subject as a matter of mere feeling, . . . it insisted on the simple remedy of making

dueling infamous by a voluntary, conscientious, and persistent refusal to vote for any duelist."

When Lyman Beecher himself recommended the formation of societies against dueling at the Synod in Newark, New Jersey, opposition developed against the proposal of this young unknown of thirty from the recesses of Long Island, who ventured to broach in open meeting a delicate question

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having such tremendous political implications. But Beecher's remarkable pulpit oratory silenced the opposition, and the youngster carried the vote of the entire Synod.

The verdict that Beecher's sermon "started a series of efforts that have affected the whole Northern mind, at least" may be inflated with partiality for the skeptical, coming as it does from the pen of Charles Beecher, his son. But Edward F. Hayward in his biography of Lyman Beecher, maintains: "This sermon . . . finally led to the passing of a law against dueling by Congress during the Jackson administration. The Democrats printed an edition of 40,000 copies in the Clay campaign and distributed them throughout the North."

Delivering Beecher's funeral oration on January 14, 1863, Dr. Leonard Bacon goes even further in his claims for the current potency of this sermon as an influence. "That sermon has never ceased to be a power in the politics of this country. More than anything else, it made the name of brave old Andrew Jackson (whose arguments were "swords, not words") distasteful to the moral and religious feeling of the people. It hung like a millstone on the neck of Henry Clay."

Richard Miller, Tory

Continued from Page 67

me as soon as you can. If you will send a Letter to the old mans my Mother or Sister Can Convey it to me in a few days.

Rich Miller

I think this letter (the

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=
Monumental Work

original is in the possession of Mr. Leroy Edwards) needs some explaining. The Committee he mentioned was the Committee of Correspondence, afterwards changed to the Committee of Safety. This committee took over some of the functions of the Town Trustees, though Trustees were still elected. They were hard on the Tories who, when called before them, were most defiant.

There were too many of the name of Bayles to identify John Bayles, but "old Mr. Lyon" was the Rev. James Lyon, rector of Caroline Church, Setauket. He was a fiery Irishman who did not hesitate to tell folks what he thought of them, whether it was British officers or his own people.

Once, when his people criticised him for wearing shabby clothes weekdays and a blue coat for Sunday services, he retorted: "It will be time enough to criticise my clothes when my house no longer needs to be propped INSIDE as well as out to keep it from falling down."

I don't know whether, having married a Smith, he felt he had a right to criticise his wife's niece, my great-great-grandmother; anyway, for some reason, she left Caroline Church, taking her children with her. Her husband said he had changed his church once to please her (he was raised a Presbyterian) and

he certainly was not going to change again. So henceforth, on a Sunday morning, she and her children drove in a coach (I wonder if it was the one that had belonged to "Tangier" Smith) to the Presbyterian Church, while he rode on horseback to Caroline.

As for Richard, the Tory: alas and alack, he evidently waxed too bold in his scorn of Captain Daniel Roe and ventured into his part of the Island, perhaps to look for ten pounds. Anyway, Richard was shot and killed in Coram by one of Captain Roe's company, I imagine in trying to escape capture.

As we look back over these records of long ago, how thankful we can be that, whatever comes to our beloved Country in these troublous days, we will all be united in one cause. There will be no divided loyalties.

Book Brought Memories

I have purchased three of your "Historic Long Island" books at McCabe's in Riverhead at various times, but ended up by sending them all to old Long Islanders from here to Texas. Tried to get another copy but they were all sold out.

Many of the pictures and articles bring back pleasant memories, some of them before the present century such as the Friends Meeting House at Locust Valley, across the road from Friends Academy where I graduated in 1899.

Please send me another copy if available. William L. Miller
Wading River

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Greenport Mutiny

Continued from page 69

soon gathered and I was among the number.

The Mate was sent up Main Street to round up the crew. They would not budge from the bar rooms, saying the Captain could do as he pleased, they were going to spend the weekend in port. It was then they were told to go aboard the steamer and get their duffel bags, for they were discharged. The vessel would sail without them.

In their stupor this rather appealed to them. Why work anyway?

As the Mate led them aboard they were ordered to go below and get their belongings.

When the last one disappeared down the companionway, Captain Burns gave a quick signal to the Engineer to start the engine in reverse.

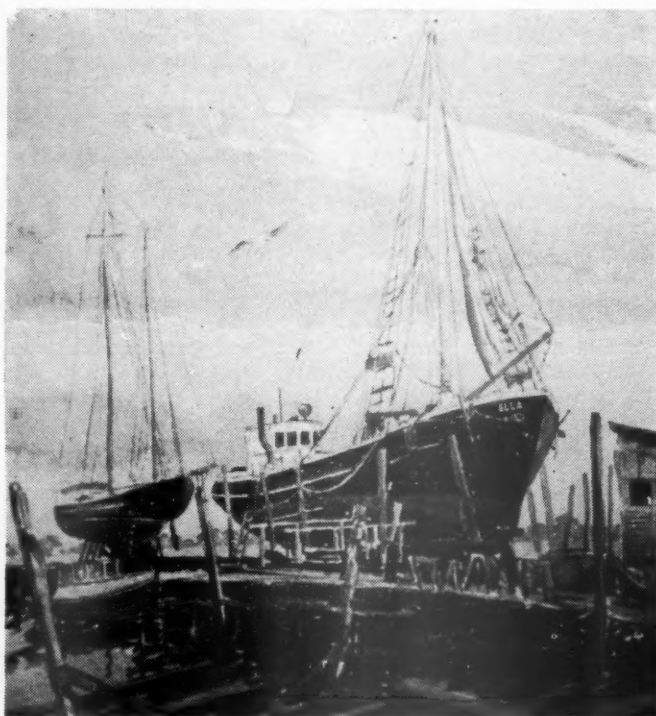
Only one man on deck to tend the shore lines, and that was the Mate. He managed with all of them except the spring line, for the vessel was now in motion, pulling hard on the line, making it impossible to cast off. The skipper

shouted "Get the axe and cut the line." I can see the Mate cutting that hawser even now through memory's eye.

As the vessel backed away from the pier, the crew began making their appearance,

one by one, with their bags all packed. Anger and consternation showed plainly on their faces, as they realized they had been outwitted.

The steamer hove to off the pier's head, helpless, for



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the sullen lot would not stand at their stations, so that the seine boats could be hoisted upon the davits. After a while this was accomplished by the officers.

The mutiny was broken and now the crew had a long time to sleep it off before the Atlantic Highlands Light would be seen, off the Jersey coast, when the Vesta would join the fleet. Several weeks afterward when the Vesta was again in Greenport I questioned Wallace King, the Mate, about the incident.

He said for a short time it was bedlam; the officers did some fighting to bring them into subjection. Fortunately, very few fishermen carried more than a pocketknife, never a gun in those days.

The crews of all the fishing steamers were comprised of Norwegians, Swedes, Danes, Portuguese, also some from Newfoundland and Nova Scotia. They were good fishermen but just a bit rough and surly when in port too long.

The officers of these vessels usually were local men from eastern Long Island.

Pictures Preserve Past

Your book was, for me, an extremely satisfying volume. The poems are priceless. They're worth the price alone. The numerous pictures put a bug in my head. Here and now we should be taking photos of our Long Island of today as many years from now they will be sought as eagerly as we seek old L. I. photos.

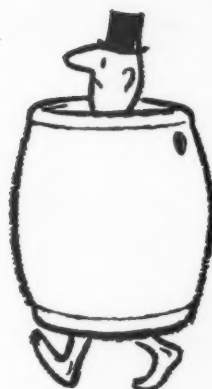
I'm starting such a one-man program during spare moments and thought the idea worth passing on.

John C. Sorosick
Oyster Bay

Two Men and a Horse

In early colonial times, two persons sometimes used a single horse on a long journey. One would ride ahead to a given point, dismount, tether the horse and continue on foot. When the other person, walking, reached the horse, he would ride, passing his companion and tethering the horse well in advance to await the other's arrival.

Thus each of the two travelers would walk approximately half the journey and ride the other half, at the same time giving the horse a series of rest periods enroute.



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Fashion — Top To Toe

Hats are important in this spring's fashion picture, and the smart thing to do is—make your own, especially now that they are real head coverers and have to fit. Faye Arnim (shown here), whose golden hair is Lady-Godiva length, started designing her own head-gear to accommodate her smoothly coiled chignon — more chignons than you'd guess are not detachable! Mrs. Arnim studied at the New York School of Modern Milli-



nery, which is a division of the Traphagen School of Fashion at 1680 Broadway (52nd St.) in New York, and she soon found herself in the millinery business professionally, by demand. Now she's teaching, too, in her hometown of San Antonio, Texas. She usually makes an annual trip back to school in New York to keep up with the latest hat tricks and coming styles both for the long and the short haired girls.

While Traphagen is a professional school preparing students to design and make women's clothes,

from top to toe, for the trade, it is also a favorite with girls who don't want to enter the fashion industry. This school has a motto, "The training that pays lifetime dividends." Brides have made everything from their wedding gowns and trousseaux to the hats and even the gloves to go with them, and young matrons dressing growing children find the skills they learned at Traphagen every bit as satisfactory and frequently more than the equivalent of another pay check in the family. Visit Traphagen and see how you can start with a hat and end with a wardrobe, or vice versa, to suit every need and taste.

The L. I. McNeill's

I wonder if some Forum reader could tell us something about the McNeill family which moved north from Wilmington, N. C., between 1816 and 1820, and settled at College Point. One William Gibbs McNeill must have arrived there somewhat earlier, however, as General Joseph Swift in his Memoirs notes that he found young McNeill in an Episcopal Theological seminary at College Point in 1813 and sent him up to West Point from which he later graduated. Swift was West Point's first graduate and is generally credited with being the father of American civil engineering and the pioneer railroad builder.

The McNeill family was headed by Dr. Donald or Daniel, a Scot who served as a surgeon in the British Navy in the Revolution and later settled at Wilmington, N. Y. Apparently he got himself disliked there because of his opinions on slavery and his belief that yellow fever was caused by mosquitoes—a very radical opinion in those days.

It appears that Long Islanders had little more use for the Doctor's radical ideas than North Carolinians, although many agreed that his judgment of Scotch whiskey was most excellent. General Swift wrote that Dr. McNeill liked to play Shakespearian roles in amateur theatricals at Wilmington.

General William Gibbs McNeill, the Doctor's son, became a pioneer

railroad builder one of whose monuments is the LIRR. He lived in Bond street, Brooklyn, for a number of years.

One of his sisters, Ann Matilda, received a certain amount of fame because her son painted her picture, which now hangs in the Louvre.

Edmund J. Lee
Bellmore

From Forum to Flying

Your Forum makes us all very happy. Keep up the good work. I first received a gift subscription from a youth who was then attending the Port Jefferson High School. He is now Captain Clifford Rowley, U.S.A.F., and I am proud to own him as a nephew. He has flown many missions, including the Burma Hump and two years in Alaska, now stationed in Texas. Walter E. Hudson, Setauket.

From Cover to Cover

How I enjoyed reading your "Historic Long Island in Pictures, Prose and Poetry." From cover to cover it is really wonderful. At a recent meeting of the L. I. Branch of the National League of American Penwomen, of which I am a member, I mentioned it and there was a great show of interest.

(Mrs.) Beatrice Erthal
Huntington

I enjoy reading the Forum. Daniel S. Farrar, Saint Joseph, Louisiana.

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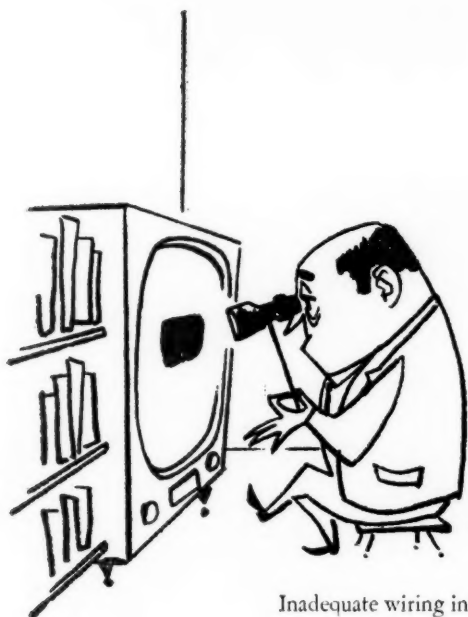
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"Historic Track"

From Harry H. Smith, secretary-treasurer of the Orange County Driving Park Association, comes an interesting, well illustrated pamphlet containing the review of the 1956 Grand Circuit Harness Race Meeting at Goshen, N. Y., in which as usual Long Islanders and Long Island horses participated. The 1957 race meeting there is scheduled for July 1 through July 5.

He Swallowed An Eel

Those letters of Mrs. Byrnes and Mr. Baker about the man who had a snake grow up inside him reminds me of the Sag Harbor whaler who swallowed a small eel and gave it lodging for several years. He developed a terrible appetite as he had two mouths to feed. When he lost the eel over the ship's rail during a fit of seasickness, that double appetite had become a habit. Try as he would he couldn't stop eating enough for two, and he got so fat he couldn't go aloft. So he went and swallowed another eel and never again was troubled from overweight.

C. C. Hosfield
Levittown

1926 Snowstorms

Three different snowstorms visited Long Island within ten days during the early part of February 1926, followed by terrific winds and drifting snow that formed a complete blanket over the railroad tracks on various divisions. As a result, train schedules were disrupted to a greater extent than in nearly forty years, or since the blizzard of '88.

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